



# UTAH VALLEY

## - Model A Club -

May 2015

IN THIS EDITION:  
**GARAGE SEMINAR**  
Demise of the Model A pt 4  
Kidnapping of Walter Collins

UP-COMING  
ACTIVITIES  
MAY AND JUNE

FIXING THE  
"DEATH  
WOBBLE"



### WHAT'S INSIDE:

- |  |   |  |
|--|---|--|
| 2 President's Message  | 7 Model A Day with the<br>Heber Creeper       | Walter Collins   |
| 3 2015 Calendar of Events<br>Wisdom of Henry Ford<br>Birthdays | 7 Manti Rat Fink Overnighter                  | 18 Ladies Fashion Journal —<br>Quilted Taffeta Hand Gags |
| 4 April Meeting Summary  | 8 Causes & Fixes for the<br>"Death Wobble"    | 21 Model A Era Ads                                       |
| 5 Guess Who?<br>Out and About                                  | 12 Model A Adventures                         | 22 MAFCA News  |
| 6 April Garage Seminar -<br>Headlights                         | 15 Demise of the Model A pt 4                 | 23 Classifieds   |
|  | 16 Breaking News... The<br>Mysterious case of | Letters to the Editor                                    |
|  |   | 24 "Now a Word from our<br>Sponsors"                     |



The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Club of America (MAFCA).

### 2015 Club Officers

#### CLUB OFFICERS

President	Howard Eckstein
Vice President	Greg Mack
Secretary/Historian	Elaine/Reid Carlson
Treasurer	Diane/Brim Brimley

#### APPOINTED POSITIONS

Web Page	Nicholas & Greg Mack
Facebook	Clyde Munson
InstaGram	Fernando Salazar
Photographer	Greg Mack
Activities	Nicholas Mack
Awards	Kelly Barker
Newsletter	Robert Mack

## Message from President Howard Eckstein

### How the *Motometer* gets its Mojo

One of the benefits of joining the Utah Valley Model A Club is receiving the *Motometer* each month. I look forward to the articles and reports of other members' successes that are found within its pages.

You can tell a lot about an organization by its newsletter. If it's a mimeographed rag filled with fluff, it means the group isn't doing much. Some papers I've seen don't even qualify for fish wrap. But if a club has so much on the ball that the editor has a hard time fitting all the copy in 24 pages, then things are a poppin'.

On an occasion such as this where I'm writing about our newsletter *in* our newsletter, I have the rare opportunity to toot our own horn. Our editor is Robert Mack. He invests a prodigious amount of time and talent into producing the award-winning publication you are now viewing. The Model A Ford Club of America requests that each chapter publish a newsletter wherein the local members are encouraged to join MAFCA. We fulfill that obligation with the page containing information from the mother ship. The 23 other pages of the *Motometer* are for us; and it is for that content and graphics that MAFCA has recognized our newsletter with publication awards two years in a row.

Like a great work of art hanging in a gallery, unless people go to see it, the masterpiece is little more than an object on a wall. When the only feedback an artist receives is the praise of professional art critics while the public is silent, he may go into a funk thinking his creation has no socially redeeming value.

At our next club meeting we'll give prizes for answers to questions about the content in this issue of the *Motometer*. In the meantime, send Robert a *letter to the editor* and let him know how you feel about something you read in the newsletter. What would really make his month is if you'd submit an article about your experiences with your Model A.

Howard



# 2015 Calendar of Events

## May

- 4th — Board Meeting, 8:00 p.m.
- 9th — Model A Day with the Heber Creeper we leave Harmon's in Orem at 8:30 a.m.
- 16th — UVU Auto Show 7:00 a.m. to 5:00 p.m.
- 21st — Monthly Meeting, Larry H. Miller, 7:00



p.m.

Brake Seminar.

## June

- 4-6th — Rat Fink/San Pete County Overnighter. Turkey BBQ, touring, car show, live radio show and more!
- 7-12th — 2015 MAFCA National Tour: more details on the MAFCA page 22.
- 8-12 — Regional Meet, "A's in N.W. Missouri:" again, more details on the MAFCA page 22."
- 23-27th — Northwest Regional Meet, Walla Walla Washington. See page 22 for further details.



## July

- 16th Monthly Meeting 7:00 p.m.
- 24th — Pioneer Day Parade, Mapleton

## August

- 3rd — Board Meeting 8:00 p.m.
- 3rd — Lindon Car Show, 4 p.m. to 8 p.m.
- 20th— Monthly Meeting, Larry H. Miller, 7 p.m.
- TBA — Progressive Dinner

## September

- 8th — Board Meeting 8:00 p.m.
- 17th — Monthly Meeting Larry H. Miller 7 p.m.
- 12th — International Model A Day. Manifold Cook Off and Fall Colors

## October

- 8th — Board Meeting 8:00 p.m.
- 10th — Monthly Meeting, Larry H. Miller, 7:00 p.m.

## November

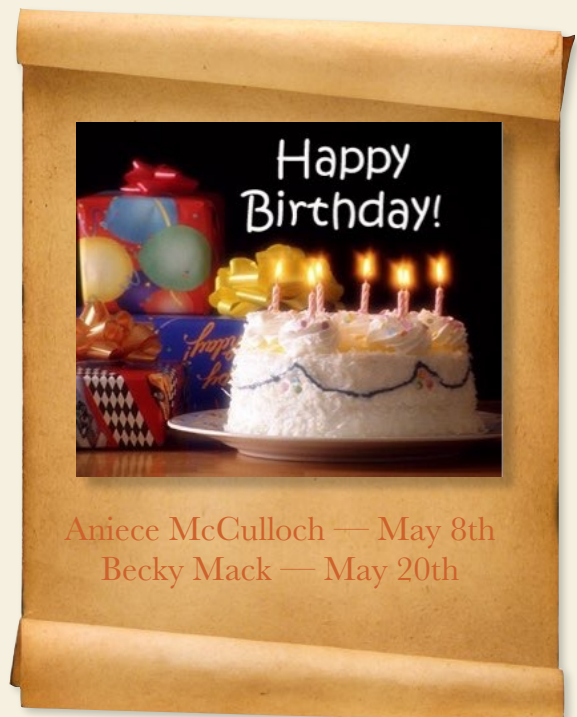
- 8th — Board Meeting 8:00 p.m.
- 10th — Monthly Meeting Larry H. Miller, 7:00 p.m.

## December

- TBA — Christmas Dinner

## The Wisdom of Henry Ford

*There is one rule for the industrialist and that is: Make the best quality of goods possible at the lowest cost possible, paying the highest wages possible.*



Aniece McCulloch — May 8th  
Becky Mack — May 20th



# April Meeting

TAKEN FROM MINUTES PREPARED BY ROBERT MACK

### Attendance:

Bob Anderson, Kelly Barker, Dale Bench, Richard & Olga Burr, Vern Cope, Gemma & Howard Eckstein, Joe Fazio, Cliff Godfrey, Tony Jacobs, Greg and Robert Mack, Clyde Munson, Fernando Salazar, Bill and Colette Thompson.

**Yea! New Members:** Manti is a “rockin” place! Soon we will have to start a Sanpete Chapter of the Utah Valley Model A Club. **Alan and Pat Justenson** joined the group tonight. They live in Manti and own a 1928 a tan and brown coupe.

### Future Meetings Presentations:

- **May** - Clyde will discuss breaks.
- **June** - Howard will give a demonstration on upholstery.
- **July** - Reid will cover carburetors, and Kelly Barker will talk about horn maintenance.
- **August** - Vern will demonstrate bodywork techniques.

### Up-coming Activities:

We’ve got some good times coming up this summer! Cliff and Bill talked about two of them that will be upon us soon, so plan now!

- May 9th - Cliff told us we will be leaving Harmon’s Grocery Store at 8:30 a.m. to tour up Provo Canyon together and ride on the Heber Creeper to Vivian Park. Cliff has arranged to get us \$30 tickets for FREE!
- June 5-6th - Bill gave a Powerpoint presentation about all the different things we can do at the Rat Fink Reunion in Sanpete county! We will have all sorts of fun. We will be leaving Burger King on Main Street in Springville at 8:30 a.m. and caravan together.

Both trips we will have a trouble trailer with us.

### Presentations:

Fernando did an excellent job with his Powerpoint presentation on tires. He talked about the history of tires and their construction. He even had two videos that were quite fascinating.

### Drivers Education Day Awards:

- 1st parking - Diane and Brim
- 2nd parking - Howard and Matt
- 3rd parking - Syd and Tim
- 3rd parking - Joe

- 1st fishing - Fernando and Vern
- 2nd fishing - Reid and Elaine
- 3rd fishing - Vern and Robert

- 1st slalom - Bill and Colette
- 2nd slalom - Joe
- 3rd slalom - Reid and Elaine



### Golden Wrench Award:

Greg refurbished both springs for his car and discussed the process in his latest article in the *Motometer*. He was this month’s recipient for the Golden Wrench Award.

### Garage Seminar:

A reminder was given to all those who had headlight issues that April 25th was their turn to “shine.” Show up with a car and the group would work on them.

We closed with double treats tonight. Thompson’s brought doughnuts and other baked goods and Vern Cope brought ice cream treats! They were great!



# Can You Guess?

## MYSTERY SLEUTH

### Whose Car is This?

Here's a fun one. A picture of the car before the current owner had it. This picture was taken in Monument Valley. Either out prospecting or California bound during the depression?



This Sport Coupe belongs to Ron and Ellie Sumsions. We'll be down there in June so we can see it in person.



# Out & About

Syd and Tim gave more rides during their missionary escapades this month. The sister missionaries they have been working with thoroughly enjoyed their experience in Crockett's Tudor.



Jim and Janette Haire are leaving us! They are moving back to California to be closer to family. Jim is selling his car lift. Check the classifieds for more details.

Reid and Elaine went to California (without us!) and this is what they found...





# April Garage Seminar — Headlights

**“CAN YOU SEE ME NOW?”**

On Saturday, April 25th, we met at Clyde Munson’s home to improve the safety of our Model A’s. Since several people have problems with their headlights we chose to work on a few cars rather than single out one car. But because of threatening weather, we only had one car anyway. We had fun and accomplished much regardless.

We met a 10:00 a.m. at Clyde’s garage. There were five Model A’s that showed up and eleven club members, Clyde, Joe, Howard, Dick, Tony, Diane, Brim and Margaret as well as Greg, Nicholas and Robert.

Before you knew it, Tony’s floorboards were out of the car and the taillight and the headlights were apart. The supervisors had the most difficult task so supervision rotated through all of us that were there for moral support while Howard, Clyde and Joe did the grunt-work. Tony, Dick and Nicholas lent a helping hand when three hands and six fingers were needed.

After a brief tutorial, Clyde turned the rest of us loose to work on the bumper seats. Diane led the crusade and started an assembly line just as Henry Ford would have done. We got the bases of seven seats prepared for upholstery and three upholstered. While we were doing this, the others fixed Tony’s taillight and gave “sight” to the headlights. They replaced bad wiring, repaired connections, and cleaned and ground the lighting system.

Afterwards, we all drove to Arby’s and rewarded ourselves with lunch. Howard found the opportunity to provide an education to two boys interested in learning about our Model A’s.

It may have rained, but not on our parade!





# Make a Date With Your Wife and Mark Your Calendars

Come join us on Saturday, May 9th, on a trip through the backcountry around Deer Creek Reservoir. courtesy of our own Cliff Godfrey who works at the railroad.

We will rendezvous at Harmon's Grocery Store on 800 North in Orem (near the mouth of the canyon) and we will leave at 8:30.

The train departs the station at 11:00 a.m. *sharp*. They will not wait for us so we need to leave at 8:30 - don't be late!

Cliff has arranged to get us FREE tickets, normally \$30.00. The railroad is a popular attraction and will be even more so with our A's there, so be sure to get your car all polished up and looking its best.



After our return from the ride, we'll have a photo session and then drive over to the Dairy Keen in Heber for a late lunch. The restaurant has a train theme, so it is a fun place to eat. We will have a trouble trailer along in case there are problems that can't be fixed along the side of the road, so don't be afraid to drive your car!



## RAT FINK!



Here is another family fun event! There are all kinds of activities for the kids, face painting, art activities, banana split party, and more. For the adults there is the Old Time Radio Show, Saturday car show & pin striping demonstrations. The whole family will enjoy the Fairview Museum of History and Art, Spring City historic district, drive-in theater, and turkey BBQ above Palisade State Park.

We will be meeting at Burger King in Springville at 8:30 a.m. on Friday, June 5th, and tour to Manti together. Because the Rat Fink Reunion is so popular, all accommodations are full, but Bill and Colette Thompson have saved the day. They made special arrangements for us. We will have the Cedar Crest Inn all to ourselves (\$50 to \$75 per night). This will be our first overnigher!



# Causes and Fixes for Death Wobble in the Model A

BY HOWARD EKSTEIN



Have you ever driven over a pothole or train tracks and immediately after experienced the shaking of the front wheels? Your steering column transmits the convulsions up to your hands and you know that something is very wrong.

Front end shimmy is sometimes called “Death Wobble”. This is a serious safety issue and one that must be addressed by the owner of a car beset with the malady. What are the causes of this dangerous front end shimmy, and how do we get rid of it?

We’ll look at the design of our Model As which after years of service can show symptoms of the disease. When all is said and done, it boils down to wear in the steering components.

## THE STEERING BOX

As the parts of the steering box wear out, considerable play is noticed at the steering wheel. When properly adjusted, steering wheel play should be no more than about an inch.

The main cause of wear of the steering box bearings and gears is a history of poor lubrication. In the 80+ years of its life, you can safely bet the oil had run out through sloppy sector bushings more than once with periods where the car was driven with the box dry. See Fig 1.



Fig 1

Today we can replace the sector housing with one that has needle bearings and an oil seal where the original had a bushing.

Not only do the bushings wear, but the shaft also wears, doubling the space where the oil can escape as shown in Fig 2



Fig 2





The teeth of the sector take on a wear pattern as they rub against the teeth of the worm gear as shown in Fig 3.



Fig 3

The surface area that is worn on the sector is smaller than that of the worm. This is because the wear is spread over a larger area of the worm as it moves past the teeth of the sector. Consequently the sector is worn more than the worm. In making a repair of the steering box where the sector is to be replaced, it may not be necessary to replace the worm; which would save a lot of expense and trouble.

Ford Engineers knew that adjustments between the worm and sector would someday need to be made. They designed the worm so that the ends have more clearance than the center. Most of the time, the sector is in the center of the worm; hence this area receives more wear. As the sector is adjusted to take up wear in the center of the worm, there is still clearance on the ends to avoid binding in the left and right steering extremes. This was accomplished by using two different pitch lines,

a shorter radius for the sector and a longer radius for the worm, thus creating more clearance on the ends of the worm. See Fig 4.

New parts to repair the steering box are available

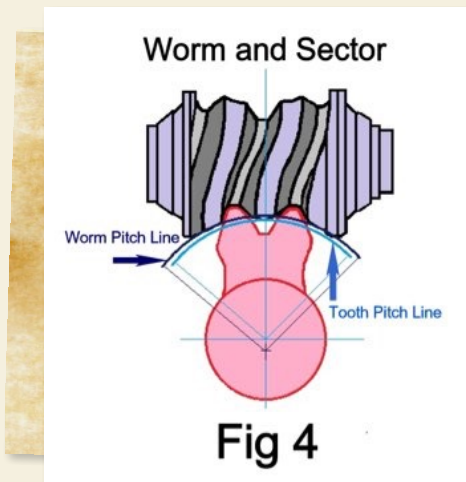


Fig 4

through the various parts catalogs. Instructions for rebuilding and adjusting the boxes can be found in several publications such as Victor W. Page's *Model A Ford -Construction -Operation -Repair for the Restorer*, Post-Era Books rev.1973, pp 417-446.

### THE STEERING BALLS

There are four steering balls used in the Model A. Two on the driver's side steering arm, one on the passenger's side steering arm, and one on the Pitman Arm. Over time these become eye-shaped. See Fig 5.



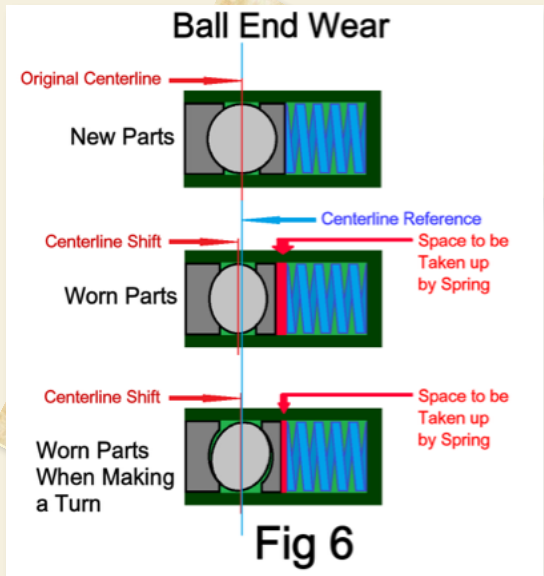
The steering balls are part of an assembly consisting of two cups and a spring. As the ball and cup assembly wears, the spring relaxes to fill the space and subsequently loses some of its force, allowing play to creep in. See Fig 6. exciting to see those two "As" rip up so much asphalt in such a short time.

The easiest ball to fix is on the pitman arm. Just order a new arm. For the steering arms, you can order rebuilt units from a catalog. If you're handy, you just remove them from the spindles, grind off the old worn balls, drill a 1/2 inch hole and install replacement ball studs and weld them in place. Then install new cups and springs in the tie rod and drag link end sockets.

**WISHBONE SOCKET**

The wishbone supports the front axle so that it can't move out of its perpendicular alignment with the frame.

If the socket at the bottom of the bell housing is worn or the little springs there are weak, the wishbone ball is not held securely and the axle ends can oscillate a little back and forth against the front spring's attempt to hold the axle steady. In this case, it is an easy fix to replace the socket parts. Even if the wishbone ball is a little eye-shaped, new socket parts will hold it steady when properly installed.



You can check for wear with the car on the ground by having someone who is strong grab the right front wheel and try to turn it back and forth. If you observe the front axle end moving forward or backward about half an inch while your friend is moving the wheel, your wishbone socket is suspect.

**KING PIN BUSHINGS**

Over time king pin bushings wear out allowing the spindles to sag and diminish proper camber, allowing the front wheels to wander. Check for king pin bushing wear by grabbing the top of the wheel and moving it in and out, have someone watch the brake backing



plate's movement in reference to the axle. If movement is seen, the cure is to replace the king pins and bushings. A reamer is necessary to do the job right.

### WHEEL BEARING ADJUSTMENT

Improper wheel bearing preload allows the drum to wander off center in relation to the spindle, taking the wheel with it in a wobbly dance. This is the easiest thing to check first when trying to diagnose your wheel shimmy.

### WHEEL BALANCE

Out of balance tires set up a harmonic with the other parts of the steering system which become evident at specific road speeds. You'll feel the wobbling come and go in cycles as you go down the road. Most shops can balance your wheels using stick-on weights. Another method of wheel balance is to install the tiny beads you can put down the valve stem into the tube. The little beads then find their proper place inside the tire when rolling and smooth out the ride.

### TIRE CONCENTRICITY

Improperly mounted or bent wheels are important to check if you feel like your Model A is bouncing along like a 3-year-old's pull toy.

Some tires can be egg-shaped and cause balance issues as described above. Be sure your wheels aren't bent and the tires are mounted so that the bead is even in the rim before inflating. The original tires supplied with the car from the factory had a red line near the rim to indicate the concentricity of the bead with the wheel. There is less of a chance of getting this wrong with today's tires, but it is worth checking.

### IN CONCLUSION

Out of round wheels or bumps in the road such as train tracks and potholes will set up a forward-moving wave pattern that is supposed to be absorbed by the axle springs and shocks as the car rolls along. This wave works against the springs to oscillate the weight of the car up and down causing the wheels to carry a varying amount of weight. However, the forces of this momentum will dissipate through the path of least resistance, thus encouraging movement in the play inherent in worn parts. These dynamics are the sources of death wobble.

If you think your wobbling front end is not that bad and within the limits of your control, have someone drive your car while you ride alongside in another and watch your Model A's front wheels. You will be horrified by what you see. With the replacement parts available on the market today, you can enjoy a solid stable ride. When you get rid of the wobble, you'll be led to exclaim: "Wow, these cars must have been really nice when they were new!"





# How My Model A Got Me Out of My Shell

BY HOWARD ECKSTEIN



When I entered high school, I was shy trying to meet girls. Being anxious about when I would ever attain respect and attention from the opposite sex only seemed to set me back more. I knew I had to learn how to assert myself socially, but I didn't know how.

During my junior year, the Model A became my personal transportation. Having wheels was always considered a plus when it came to having a social life, especially where girls were concerned, but my Model A seemed to be more of an attraction to my pals who were gear heads like me. There were two or three other guys who had Model As who drove them to school, so I wasn't unique; thus I had to differentiate myself to attract the girls.

I found out that an elementary school about 15 minutes away had requested that our school recruit a bunch of us to go once a week to tutor some of their fourth-graders who needed help in math. I quickly deduced that where math and tutoring were involved, it would be mostly girls who would volunteer. I attended the orientation meeting where it was determined that carpooling would be a necessity since most of the tutors didn't have cars. My Model A had a rumble seat which meant I could take three.

Thus it was that I took three girls each Friday after school with me to tutor the kids. I got into the gig OK as my understanding of math was a little above that of our

charges. What I really looked forward to was taking my time on the way home as I dropped the girls off at their places. Each week the girls would rotate occupancy of the front seat by me while the other two rode in the back. I always dropped off the back-seat riders first.

The best thing about this arrangement was that I could have what I considered to be a triple date without the extra baggage of two other guys and the situation was so constructed as to avoid any issues with jealousy.

We got a lot of attention from the other motorists on the street and I think the girls really liked being the ones envied by the unlucky tutors who had to ride in ordinary cars. After all, riding in a rumble seat was a rare opportunity even then.



On the last day of tutoring, we decided to have a party with the other tutors and the kids. I dressed up with a bow-tie, a vest and skimmer hat and took my guitar along. We gave the students public recognition for their progress and did some singing and had a few laughs. Later on during my senior year, I was invited by one of those girls to the Sadie Hawkins dance. In reciprocation, I took her to the prom.

As the years went by, I gained confidence regarding girls and with my Model A breaking the ice for me, I took advantage of every opportunity that came my way. Especially the opportunities I made for myself.



# The Demise of the Model A Part 4

BY ROBERT MACK — EDITOR



(continued from April)

## The Great Depression

The automotive industry was among those industries worst hit by the Great Depression. For example, sales of new cars fell by 75 percent and automobile companies had a combined loss of 191 million dollars. Sales had fallen to 1.4 million by 1932. This was the lowest total since 1918. Sales of the profitable luxury cars had virtually disappeared, but lower-priced cars grew from 40% of sales in 1929 to 80% of sales in 1933. That helped Ford tremendously, but hurt the majority of automakers at the time. In fact, auto manufacturing companies dropped from 253 in 1908 to 44 by the end of 1929. This brought about “The Big Three” whose production figures made up 80% of the total autos produced. “The Minor Four” were Nash, Packard, Hudson, and Packard. The automakers tried several creative approaches to boosting sales during the Depression. For example, General Motors bought and destroyed, 650,000 used automobiles within a four year period.

The auto industry made it a practice to discriminate against minorities and only sell luxury cars to caucasians. Because Cadillac was on the verge of collapse, a young engineer, Nicholas Dreystadt, made a brave and unprecedented proposal for saving Cadillac – selling the car to affluent American Blacks. His idea worked and by 1934 Cadillac was operating in the “black” again.

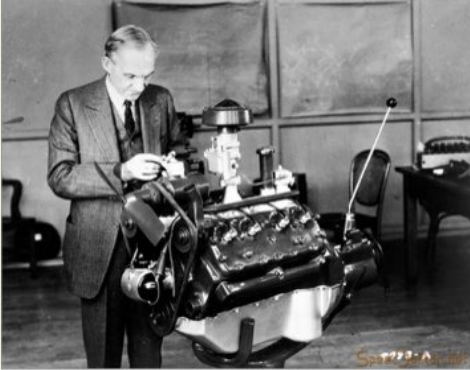




Most companies looked for ways to cut costs, they closed plants, reduced administrative expenses and laid off workers. Henry Ford was hesitant to do any of those. Walter Chrysler on the other-hand, insisted that all departments drop costs by 30%, but most of his executives proposed spending increases instead. Walter countered by proposing that they lay off everyone in the last 1/3rd of the payroll book. Department heads returned the next day with the reductions proposals Chrysler had requested.

The Depression showed how flexible large companies were in adapting to a new, although devastating, economy. Those companies who adapted quickly, were those who out-performed their competitors. And, would do so for the distant future. The “Big Three” are good examples. During portions of the Model A production, Ford was on the top of sales. Just prior to the Depression, Ford and GM battled back and forth for the “top position.” Each grabbed approximately 1/3 of total sales. But as the industry entered the Depression, Ford dropped to third, below Chrysler. Chrysler grew their market share by nineteen percentage points; four more than Chevrolet during this difficult time!

Ford on the other hand was hurt terribly. Henry's delayed reaction to this depressed economy would hurt him for many years to come. Even though the company responded with several popular advances, such as the flat-head V8, they would not return to number one in sales until the Mustang. The Mustang is often compared to the Model A in innovative engineering and design. The Mustang, like the Model A, made a significant impact on the American public and consequently Ford's “bottom line.” Finally in 1986 Ford surpassed Chevrolet in profits.



Yes, Henry Ford was a visionary, but a stubborn visionary. The delayed introduction of the “New Ford Car” was a result of his unwillingness to move past the Model T – his first love, but it was because of his stubborn nature that the Model A, his second love, lasted just over four years. It was because of his vision that Model A, although mass produced, possessed the quality and durability of many of the hand-made elite car manufacturers. Because of Henry and Edsel's work-ethic and high standards, there are more Model A Fords on the road more than 80 years later than any car of its time. As we drive the roads and enjoy the leisurely pace of years gone by, we can thank that father and son team for these times. The times that memories are made of. Thanks Henry and Edsel. Thanks, for the memories.





# Breaking News...

FROM THE LOS ANGELES TIMES

"The annals of child kidnapping are replete with heartbreaking tragedies, but probably none have been quite as bizarre as the crime that first mesmerized, then convulsed, Los Angeles more than 80 years ago.

By the time it was over, it would involve not only an apparent abduction, but also impersonation, police coercion, false imprisonment, psychiatric abuse and--this being Los Angeles--a court fight that stretched on for more than a decade. It was a story with victims and villains, but what it never had was a resolution.

On a sunny afternoon in the spring of 1928, 9-year-old Walter Collins disappeared after his mother, Christine, a telephone operator, gave him a dime to spend on admission to the theater near their Mt. Washington area home.

Angelenos rallied behind the grieving mother and her missing boy while the police dragged Lincoln Park lake and launched a national campaign to find Walter.

His apparent kidnapping struck a chord in a city still traumatized by a vicious crime only three months earlier. In that case, 12-year-old Marion Parker was kidnapped for ransom by a psychopath named William "the Fox" Hickman, who shoved her dismembered body from his car just before being captured.

Countless tips on Walter's location led to dead-ends. He was allegedly spotted as far north as San Francisco and Oakland. One reported sighting was at a Glendale gas station in the back seat of a car, wrapped in newspaper



Walter Collins



Arthur Hutchins

The boy's father, Walter J.S. Collins, who was serving time in prison for robbery, believed that former inmates out for revenge against him may have kidnapped his son, though there were no witnesses and no proof that that had occurred.

Police continued their search until August, when a boy claiming to be Walter turned himself in to Illinois authorities. Christine Collins paid \$70 in travel expenses so the boy could return to Los Angeles.

When he arrived, however, Collins said that although he resembled Walter, the boy was not her son.

'You Are . . . a Fool'

However, the Los Angeles Police Department--under terrific pressure to declare the case happily closed--refused to believe that the boy wasn't Walter, whatever the mother said.

Emotionally drained, Collins caved in to the cops' suggestion that she "try the boy out," and took him into her home.

**MISSING BOY**

**WALTER COLLINS, 217 W. Avenue 23.** American, 9 years, 4 feet 5 inches, about 60 pounds, average size, blonde hair, blue eyes, fair complexion. Wearing at the time of his disappearance a red plaid lumber jacket, long brown corduroy trousers, grey cap and black shoes. Believe it possible that this boy may have been kidnaped by enemies of the mother while playing in the yard at his home.





But after three weeks of attempting to reconcile herself to the convenient fiction, Collins returned him to the police.

Armed with proof in the form of her son's dental records and a troop of friends who agreed that the boy wasn't Walter Collins still failed to convince LAPD Capt. J.J. Jones, who investigated the kidnapping, that the boy was an impostor.

"What are you trying to do, make fools out of us all? Or are you trying to shirk your duty as a mother and have the state provide for your son? You are the most cruel-hearted woman I've ever known. You are a . . . fool!" Jones allegedly told Collins.

Resolved to bend her to his will--and the department's convenience--Jones had the distraught mother committed to Los Angeles County General Hospital's psychiatric ward for evaluation.

While she spent five days in the hospital, Jones extracted the truth from the faux Walter.



Christine Collins

The boy from Illinois confessed that he actually was 12-year-old Arthur Hutchins of Iowa. After his mother died, he had gone to live an isolated new life with his cold fish of a father and a malicious stepmother, he said. He ran away, hitchhiking around the country and working odd jobs.

While stopped at an Illinois roadside cafe, Arthur said, he listened to a diner tell him how much he resembled the kidnapped boy from Los Angeles, whose picture had appeared in newspapers nationwide. Arthur quickly seized on an opportunity to see Hollywood, turned himself in to authorities and carried out the charade by assuming the identity of the missing boy.

With the heat on the department, Jones, who also was being pressured to help solve a grisly murder mystery, insisted that Walter had been one of the victims of Gordon Stewart Northcott and his mother, who had recently been charged with beheading a youth, one of 11 children they sexually assaulted and murdered in Riverside County.

But Collins refused to believe it, especially because her son's body was never found on the Northcotts' chicken ranch in Wineville, now Mira Loma.

When Christine sued the City of Los Angeles and J.J. Jones, he was fired from the force. She won the suit. And even though he was reinstated in the LAPD, he claimed to be constantly broke so she received nothing. Nevertheless, Collins remained a constant thorn in his side, summoning him back to court every few years to explain his failure to pay and to have more interest tacked onto something she would never see.

Continuing her search and never giving up hope, Collins became the first woman in more than three decades to receive permission to visit a serial killer on the eve of his execution at San Quentin. In October 1930, Northcott sent her a telegram saying he had lied when he denied that Walter was among his victims. He promised to tell the truth, if she came in person to hear. But upon her arrival, he balked.

"I don't want to see you," he said when she confronted him. "I don't know anything about it. I'm innocent."



Gordon Northcott

Five years after Northcott's execution, one of the other boys he was accused of killing was found alive and well.

This tiny bit of news gave Collins the hope she needed to go on searching for the rest of her life. If, somehow, Walter is alive today, he is 93 years old."

Cecilia Rasmussen



QUILTED TAFFETA HAND BAGS



During the Model A Era, many women used their sewing skills to make purses and clutches to go with their outfits. Patterns and ideas were often found in magazines such as *Needlecraft* and *Woman's World*. According to an article on page 49 in the February 1929 issue of *Woman's World* magazine, quilted silk taffeta purses were "among the season's smartest contributions to the costume. The chic crispness of their material and their simplicity of design recommend them for general use with street clothes, while their wide range of colors makes it possible to match the daintiest of afternoon and party frocks."

For those of you who are crafty, you might want to try your hand at making a matching purse to go with your next Model A Era outfit. This is what a trio of ladies did in the Rock-Ford A's Model A Club from Rockford, Illinois.

When Nan Stewart of the Rock-Ford A's came across the directions for these bags in the aforementioned article, she excitedly shared her find with fellow club members Chris Aupperle and Alice Whitney. The following pictures are two of the bags that Alice made. When completed, they measure about 9 inches X 10 inches. Chris painted the wooden button closure on her bag to match the fabric.

Thank you, ladies, for sharing your projects with us!





What follows below are the re-typed directions directly from the article as well as the pattern descriptions:



### How Quilted Bags Are Made

The bags sketched are of faille taffeta and measure 8 1/4 X 10 inches when completed. First a layer of sheet wadding is placed on the wrong side of taffeta, then a layer of cotton flannel on the sheet wadding. The three layers of material are worked together and the design is quilted with simple running stitches through all of them. Thread is pulled tight so the material puffs

slightly. See diagram above.

When quilting is completed, [the] ends of bag are joined and handles attached. Each handle is 1 X 18 inches when completed. They are double with a layer of flannel between the padding. Next, tops of front and back of bag are attached to two heavy wire frames already padded and covered with taffeta. [The] bag fastens with a taffeta tab which is sewed to back of [the] bag and wrapped to [the] front. A large round wooden button matching the taffeta trims [the] tab. Finally the lining of any material you may have on hand is slip stitched into purse.

*Geometric Flowers:* Gray silk taffeta quilted in gray. These square and circular blossoms appear on both sides of bag.

*Green Rose:* Green silk taffeta quilted with green floss. The large floral motif surrounded by double zigzag lines is placed in the center of the bottom of the bag.



Peony: Red silk taffeta quilted with matching floss. Design of conventional flowers and broken parallel lines is the same on both sides.

Sunburst Design: Navy blue taffeta quilted with matching floss. The four concentric arcs with radiating lines are repeated on the back of bag.

Cosmos: Black silk taffeta quilted in green floss. A large flower with lines radiating from it in all directions appears on both front and back of bag.

Sunflower: Tan taffeta quilted in tan. Design is the same on front and back with the large flowers overlapping at the bottom.

Morning Glory: Rose silk taffeta quilted with rose floss. Conventional flower design is the same on both sides of bag.



Source: Woman's World, February 1929, p. 49.

# Model A Era Ads



At 21 William Harley designed a 7.7 hp engine for bicycles. His childhood friend joined him shortly there-after. Their first motor-bicycle wasn't strong enough to climb the hills of Milwaukee. From there; however, it was a consistent climb in sales, fueled by loyal customers.



The Hupmobile was founded by Robert Hupp, a former Oldsmobile and Ford employee, and his brother Louis in 1908. The first car rolled off the assembly line the following year. Hupp and one other auto manufacturer pioneered the metal body. In an effort to appeal to the largest possible clientele they expanded quickly from producing economy cars to mid-sized and luxury cars. This meant that they were building many different models, but not producing in sufficient numbers to make it economically feasible. When the Great Depression hit, Hupmobile couldn't survive.



Cocomalt, which is still sold today, has been surrounded by controversy for years. It claimed to put you to sleep at night and give you energy during the day. It saw it's "day in court" several times due to trademark infringements and other accusations. It inferred that a child could gain 8 to 10 pounds in three months, or develop "lovely" legs if they drank Cocomalt daily.





# MOTOMETER



## Model A Ford Club of America

Established 1957

"The Largest Car Club in the World Dedicated to One Type of Automobile"



### Model A Ford Club of America



We're always looking at ways to better serve our members and chapters. Starting this month there will be a "Members Only" area on our website. This is a closed section to the general public, so to access this new area, look

for logon information in the March/April The Restorer magazine at the bottom of the Table of Contents page. Our goal is to regularly post new and helpful information just for our members.

#### NEWS FROM THE MODEL A FORD CLUB OF AMERICA

Nevada Introduces Bill to Restrict Eligibility for Classic Vehicle Registration. Under the bill, the special plates would only be allowed for passenger cars and require that owners provide proof of use and drive not more than 5,000 miles during an annual registration period. The owner would also be required to have another passenger car or motorcycle registered during the entire registration period. The bill also would now exclude light commercial vehicles from eligibility.

Here are some of the individuals who need to know how you feel. Please take the time to write to one or more of the following:

- [jim.Wheeler@asm.state.nv.us](mailto:jim.Wheeler@asm.state.nv.us)
- [jill.Dickman@asm.state.nv.us](mailto:jill.Dickman@asm.state.nv.us)
- [vicki.Dooling@asm.state.nv.us](mailto:vicki.Dooling@asm.state.nv.us)
- [michele.Fiore@asm.state.nv.us](mailto:michele.Fiore@asm.state.nv.us)
- [brent.Jones@asm.state.nv.us](mailto:brent.Jones@asm.state.nv.us)
- [PK.Oneill@asm.state.nv.us](mailto:PK.Oneill@asm.state.nv.us)
- [stephen.Silberkraus@asm.state.nv.us](mailto:stephen.Silberkraus@asm.state.nv.us)
- [melissa.Woodbury@asm.state.nv.us](mailto:melissa.Woodbury@asm.state.nv.us)

More information on the matter at [MAFCA.com](http://MAFCA.com)

- June 8th-12th — "We would like to invite you to the 2015 Regional Meet, "A's in N.W. MISSOURI." Join us for a fun-filled week of activities and tours. We will be taking road trips to scenic locations such as Conception Abby, Lost Creek Wind Farm and Shatto Dairy. Details and registration information can be found on our regional website [www.2015regional.com](http://www.2015regional.com)."



- June 23-27th — Northwest Regional Meet, Walla Walla Washington. The theme is "Wine With Us in Walla Walla." See [our website](#) for additional information.



- June 7-12th — 2015 MAFCA National Tour: Lobsters and Lighthouses of Maine, Kennebunkport, Maine. If you would like to know more about it, refer to their webpage at:



- <http://www.mainemodelafordclub.com>

**15 FOR 15**

Your new Board of Directors has set a goal to increase MAFCA membership to 15,000 in 2015.



To join you (562)-697-7212; can call:  
 mail your payment to the address below or join online at:  
[https://mafca.com.cart.index.php?mafca\\_new\\_member=yes](https://mafca.com.cart.index.php?mafca_new_member=yes)



### Classified Ads

**Tony Jacobs** has a number of Model A parts for sale. If you are looking for something contact him. He may have just what you want. His phone number is: (801) 796-0396

**Jim Haire** is moving and needs to sell his car lift. It is valued at \$4,000 but will let it go for \$2,000. He also has the contact information for an installer.

**Cliff Godfrey** is looking for a 1930-1931 Sport Coupe Body. If you know of one for sale please call him at: (385) 210-5373 cell.



### Last Month's April Fools "Jokes"

- Page 1: Adventures of Daffy Duck; UVMAC Dancers
- Page 3: Punxsutawney Phil's birthday, flames on cake.
- Page 5: Greg putting flathead V8 in his car; Vern's first day at work changing lightbulbs.
- Page 7: Clyde & Greg taking last place in Rally; Tim Eckstein isn't married so he doesn't have a wife.
- Page 21: Vernard Cope Purveyors doesn't exist so Bill and Colette Thompson aren't so infamous after all.
- Page 23: Joe selling his Packard in the Classifieds for \$500.

How did you do? Did you get them all? Howard got them all and Greg got 9 of 10 so they won mini gas pumps at last month's meeting. There will be a competition this month to see who wins this time. So, read thoroughly!



### Letters to the Editor

**Question:** On page 18 of April issue of the *Motometer*, in the fashion feature, I read the following: "For summer evenings, short wraps and diaphanous frocks are loveliest." What is a diaphanous frock? *Howard*

**Answer:** A diaphanous frock is one that is very thin and light, likely see-through. The picture on the right shows two diaphanous dresses; the pattered peach dress on the left and the solid green dress in the upper middle. Thanks for a great question. *Robert*





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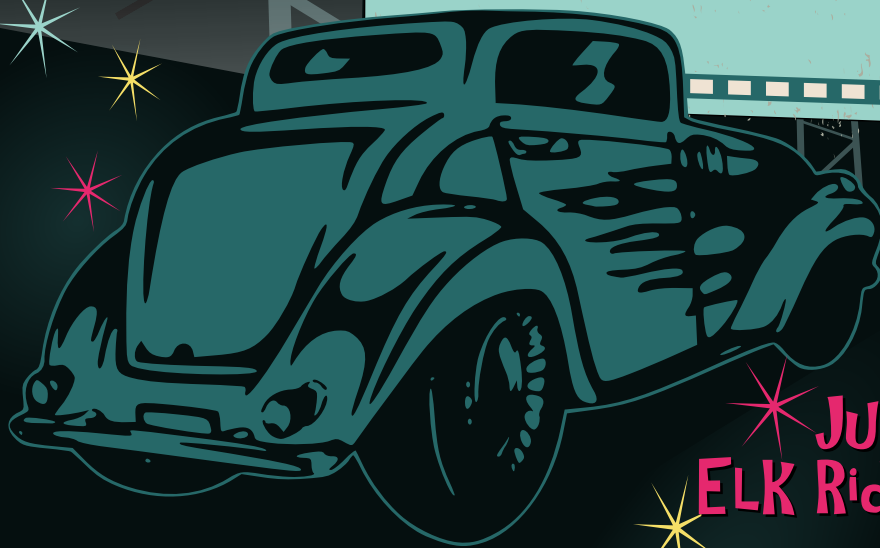
# CAR SHOW

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Graffiti*

Car Show at 4:00 pm  
Drive-In Movie at Dusk



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*ELK Ridge City Park*

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or call 801-609-8744